

MINUTES OF MEETING OF COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., DECEMBER 12, 1929.

The fifth meeting of the Commission of Fine Arts during the fiscal year 1930 was held in its office in the Interior Department Building on Thursday, December 12, 1929.

The following members were present:

Mr. Moore, Chairman,
Mr. Garfield,
Mr. Morris,
Mr. Vitale,
Mr. Winter,
Mr. Cross,
Mr. Weinman,

also Mr. H. P. Caemmerer, Secretary

and Executive Officer. There was also present Mr. Wm. Mitchell Kendall, of McKim, Mead and White, architects of the Arlington Memorial Bridge.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting held November 18, 1929, were approved.

2. RESOLUTION PERTAINING TO THE SECRETARY: The Chairman said it was his desire that the Commission adopt the following Resolution, which he was submitting at his own initiative:

RESOLVED, That the salary of H. P. Caemmerer, Secretary of the Commission of Fine Arts, be increased from \$3,200 to \$4,000 per annum, effective December 12, 1929.

Mr. Garfield moved the adoption of the Resolution, and it was thereupon adopted by the Commission. The secretary expressed his appreciation of the action taken.

3. HENRY CLAY STATUE: Mr. Weinman said he had been talking with Mr. Sterner, architect, concerning the statue of Henry Clay, who now proposes two stone benches model; that he had done good work in connection with St. George's chapel near Newport and seemed to be a young sculptor of promise, who has done some fine things.

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1. APPROVAL OF MINUTES OF PREVIOUS MEETING: The Minutes of the meeting

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2. RESOLUTION RELATIVE TO THE SECRETARY: The Chairman said it was his

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Mr. Garfield moved the adoption of the Resolution, and it was

thereupon adopted by the Commission. The secretary expressed his appreciation

of the action taken.

3. HENRY CLAY STATUE: Mr. Weinman said he had been talking with Mr. Steiner, architect, concerning the statue of Henry Clay, who now proposes two stone benches

to be placed at the sides of the pedestal.

Mr. Moore said if this was not a part of the original contract Mr. Sterner should wait, because there is a balance of only \$20,000 to complete the work.

Mr. Weinman said he understood Mr. Packer, sculptor, would complete the statue for this amount and carry out the balance of Mr. Quinn's contract.

The secretary called attention to a letter received from Mr. Cooke, of the State Department, giving the translation proposed for the statue in Spanish (Exhibit A). The suggested change indicated therein was agreed to by the Commission. It was decided to await an official report from Mr. Weinman as to whether Mr. Packer would carry out the work for \$20,000 and have the statue ready for shipment to Caracas by June 1, 1930. The secretary said Mr. Dolge of Caracas had called on the Department of State to arrange for unveiling the statue on July 4, 1930, which is Independence Day for Venezuela as it is of the United States.

Mr. Morris said he might go south this winter and stop over a few hours at Caracas, at which time he could inspect the site. The Commission thought this would be very helpful in determining the location of the statue.

(An estimate for \$17,500 was received for completing the monument, and the State Department was thereupon requested to enter into a contract with Mr. Packer to complete the statue by June 1, 1930 (Exhibit B).)

4. STATUE OF GENERAL ARTEMAS WARD: Mr. Moore called attention to a letter received from Mr. Artemas Ward Jr., (Exhibit C), concerning the proposed statue of General Artemas Ward to be erected in Washington.

Mr. Moore said he regretted that Mr. Coletti has not submitted a good model; that he had done good work in connection with St. George's chapel near Newport and seemed to be a young sculptor of promise, who has done some fine things.

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Mr. Parker to complete the statue by June 1, 1930 (Exhibit B)

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Mr. Moore said if this was not a part of the original contract Mr. Steiner

to be placed at the sides of the pedestal.

Mr. Weinman said the photographs submitted indicate that Mr. Coletti has not had the experience as yet to ^{do} such a monumental work as this statue, and questioned the advisability of entrusting him with the commission; that his work looks immature.

Mr. Moore said he would like to see Coletti have another trial, and Mr. Weinman agreed to this, with the understanding that the next time Mr. Coletti is to submit a model of the figure. The question of securing additional funds, Mr. Moore said, can be taken up later. Mr. Ward was so informed (Exhibit C1)

5. WASHINGTON AIRPORT: Mr. Adolph K. Barta, Counsel, Mr. Albert G. Ober, Vice President, and Mr. Thomas Carroll, Technical Adviser, appeared before the Commission to present their plan of development of the Washington Airport at the south end of the Highway Bridge.

Mr. Barta submitted a ground plan and sketches for a headquarters building--an administration building and passenger station, and a design for hangars. Mr. Barta said they were appearing before the Commission---

1st. To secure the approval of the Commission of the project, because they believe it will enhance the beauty of Washington at the approach to the National Capital from the south.

2. Approval of the sketch is desired of the proposed terminal building.

3. An official communication from the Commission is desired, recommending the carrying out of the project at the south end of the Highway Bridge

Mr. Barta submitted photographs showing that the location is at the site of the old race track, comprising upwards of 90 acres; that they also have bought the "Coney Island" affair near the Highway Bridge and have improved the water front. It is also proposed to widen the road passing the terminal building to 160 feet and providing parking space. There is an obstacle in the way, he said, of a complete development because of a bond-broker establishment operated by George D. Horning immediately at the end of the Highway Bridge.

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in Virginia, and he is unreasonable in his price to sell. Mr. Barta said they can, however, plan their development without having Mr. Horning's property, but it would be better to have it now to complete a plaza plan of development at this location. The question has arisen whether the land was originally a part of Alexander Island, in which event it would be Government Property and then Mr. Horning could not legally transact his brokerage business at this location. This is being looked into by the attorneys of the Washington Airport Company. There is not room for a seaplane landing, Mr. Barta said, because of the fact that the Highway Bridge and the Mount Vernon Highway are in the immediate proximity of the airport. Mr. Moore advised controlling the water front. Mr. Eliot, city planner of the National Capital Park and Planning Commission, who was present, was asked whether his Commission favored the project. Mr. Eliot replied that the Commission would take it up at the meeting December 20th, and in the meantime he could only say the staff recommends its adoption. Attention was called to the Gravelly Point site, proposed for the Municipal Airport, along the Potomac River, adjacent to the Washington Airport site. It was shown from a picture that Gravelly Point is largely under water at the present time and it will require 10 or 20 years to make the area available for an airport, although dredging will continually be done there.

The secretary said on December 10th he took an airplane trip over Washington at an altitude of 2,000 feet and saw many of the projects under way for the development of the National Capital; that he noted the location

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Mr. Elliot, city planner of the National Capital Park and Planning Commission, who was present, was asked whether his Commission favored the project. Mr. Elliot replied that the Commission would take it up at the meeting December 30th, and in the meantime he could only say the staff recommends its adoption.

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The secretary said on December 17th he took an airplane trip over Washington at an altitude of 2,000 feet and saw many of the projects under way for the development of the National Capital; that he noted the location

of the proposed Municipal Airport, including Gravelly Point, which is now the under water.

Mr. Barta submitted a design for a headquarters building (40' x 65') with offices at the top. As to the design, Mr. Garfield suggested glass throughout the front, since supports could be given from the interior. It would give the building the appearance of an airplane. The suggestion was offered for consideration in carrying out the project. Otherwise the design was acceptable. A design for hangars was submitted, which was approved, as also the location for it, which is some distance from the main road.

Mr. Moore said the Commission is much interested in the project and would cooperate in the development of it.

Mr. Barta expressed his appreciation of the assistance given by the Commission and the support offered, and said it was proposed to begin on the construction work by April; that it will not interfere with the Municipal Airport development at the Gravelly Point site, since that will not be ready for fully 10 years, and in the meantime their company will have developed fully as a commercial airport. It is to be a stopping station terminal for planes flying through Washington. A report was sent to Mr. Barta (Exhibit D).

6. FIRE ENGINE HOUSE, CONNECTICUT AVENUE AND EVARTS STREET: Mr. A. L. Harris, Municipal Architect, submitted a design for a fire engine house, to be erected at Connecticut Avenue and Evarts Street. The design was in the Georgian type and was approved with the suggestion that the reveals should be cut in two, and certain parts of the tower should be restudied.

7. CHARLES W. ELIOT SCHOOL: Mr. Harris submitted a design for the Charles W. Eliot School, to be built at 18th and C Streets, N.E., near the Eastern High School. The design seemed to the Commission rather ornate, and simplification

of the proposed Municipal Airport, including Gravelly Point, which is now

under water. Mr. Barta submitted a design for a headquarters building (40' x 60')

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of it was recommended. The cornice should be designed without brackets; the entrance seemed to sag. The design for the entrance had not been worked well into the building. Mr. Harris said he would restudy the design for resubmission.

8. ARLINGTON MEMORIAL BRIDGE, SCULPTURE: In accordance with arrangements made, Lieut. Col. W. S. Grant 2d, Executive and Disbursing Officer, and Major J. C. Mehaffey, Assistant, appeared before the Commission to consider the question of sculptors for the entrance to the Arlington Memorial Bridge at the Lincoln Memorial and at the entrance to the Rock Creek and Potomac Parkway. Major Mehaffey said photographs and sketches and models had been received from the following sculptors:

Edward F. Sanford	Robert I. Aitken,
A. Stirling Calder	C. Paul Jennewein.
Walker Hancock	
James E. Fraser,	
Henry Hering	
Lee Lawrie	
Hermion MacNeil	
Leo Friedlander	

The photographs, sketches or models, submitted by each sculptor were examined in turn.

The Commission were generally familiar with the work of each of these sculptors and the primary question was as to who could do the most outstanding work for this important project, one that would be a work of art and would be appropriate for the Arlington Memorial Bridge. Mr. Sanford had submitted a model of a Roman equestrian, which was inspected, together with photographs from him. Mr. Calder's work had been considered at the November meeting of the Commission, when the Leif Ericsson statue was under consideration, as also Mr. Aitken's work, and Mr. Jennewein's. Mr. Fraser's work was well known as a former member of the Commission. Mr. Hancock was recognized as a young

sculptor of promise. Mr. Noring, Mr. Weinman said, is a man of years of experience, who is much engrossed in his studio in New York, a very busy sculptor. Mr. MacNeil has done good work and is one of the recognized sculptors of America. Mr. Friedlander submitted a model of horse and rider for the Arlington Memorial Bridge entrance. The Commission were familiar with this and inspected it carefully. It was brought to the attention of Mr. Wendall, who said it would be appropriate for the location proposed for it. There would be a companion piece, according to the sketches submitted by Mr. Friedlander.

The Commission, after very careful consideration of the sculptors during the afternoon, decided later in the evening, unanimously that Mr. Friedlander be recommended for the sculpture for the Arlington Memorial Bridge entrance at the Lincoln Memorial Plaza, using the model he submitted as a basis; and Mr. Fraser for the group to represent "Peace and the Arts of Peace" at the entrance to the Rock Creek Parkway.

The matter was brought to the particular attention of Mr. French, Mr. Adams and Mr. Taft, former sculptor members of the Commission, who, with the Commission of Fine Arts, were to be the judges in this matter, and a unanimous report in favor of Mr. Friedlander and Mr. Fraser was submitted to the Arlington Memorial Bridge Commission (Exhibit E).

9. **LEE HIGHWAY:** Dr. G. M. Johnson, President of the Lee Highway Association, appeared before the Commission with a plan for the development of the Lee Highway as it enters Washington at the north end of the Arlington National Cemetery and Fort Myer. He said the work on this project has now been under way for ten years and the Highway is being completed across the United States to San Diego.

The Committee, after very careful consideration of the suggestions made, has decided to recommend that the following be adopted as the official name of the organization: "The American Society for the Study of the Negro in America."

The important question was how to get the highway built as it passes the Arlington National Cemetery. Mr. Johnson suggested that the Government acquire certain lands back of the Arlington Cemetery for future park areas. He proposed to introduce legislation in Congress for aid in constructing the roadway near Washington. A considerable part of the right of way, he said, he has secured.

Mr. Moore said the question of the approach of the Lee Highway to Washington was not under the jurisdiction of the Commission of Fine Arts, but in the construction of the Arlington Memorial Bridge and the development of Columbia Island, the Lee Highway has always been kept in mind, and that there is being submitted today a design by the architects of the Memorial Bridge for a channel bridge to connect Columbia Island with the Lee Highway and Rotslyn. The question of building the Lee Highway in Virginia is one in which the Virginia authorities should be particularly considered.

10. MOUNT VERNON HIGHWAY BRIDGES: The Commission called on Mr. Thomas W. MacDonald, Chief of the Bureau of Public Roads, Department of Agriculture, to see the designs for the Mount Vernon Highway Bridges that had been prepared by Major Gilmore D. Clarke, Landscape Architect, 72 West Pondfield Street, New York City. The general layout of the Mount Vernon Highway was explained with the use of a map by Mr. McLang, Bridge Engineer, Bureau of Public Roads.

The designs were inspected by the Commission, and Major Clarke explained the project in general, saying a stone bridge to represent the time of George Washington was designed and they would be uniform throughout, 60 feet wide as a rule. It is proposed to build twelve bridges, as follows:

Boundary Channel Bridge	Four Mile Run
Fourteenth Street Underpass	Railway Viaduct near Alexandria
R.F. and P Underpass	Hunting Creek
Roache's Run	Wellington Underpass
Municipal Airport entrance	Fort Hunt Underpass
	Little Hunting Creek

2 or 2 minor bridges.

There will be a sidewalk on one side of the bridge. The longest bridge will be the Boundary Channel Bridge, extending southward from Columbia Island towards the Highway Bridge. It will have a length of 244 feet. Two spans of the Highway Bridge are to be removed to make way for the Mount Vernon Highway.

The Commission were well pleased with the designs and approved them.

The design for the Mount Vernon Terminus was not approved. It is proposed to provide parking space for 2500 automobiles there. Mr. MacDonald said models are being made for the 14th Street Underpass, involving the taking off of two spans of the Highway Bridge, and for the Mount Vernon terminus. They will be submitted to the Commission when completed.

The question of lighting the Mount Vernon Highway was mentioned by the secretary, and Mr. Vitale said the lamp post designed by Major Clarke for the Bronx Parkway should be used. This was agreed to by the Commission. The secretary said he would endeavor to secure a photograph and blueprint of it, as the matter of a new park road light standard is being submitted to the Commission by Colonel Grant today.

A report was sent to Mr. MacDonald (Exhibit F).

11. ~~NEW PARK ROAD LIGHTS~~: Col. Grant submitted a design for new Park Road Lights, designed by the Westinghouse Electric Company, - a St. Louis Granite Column, with ornamental bracket and Venetian pendant. The design was inspected and disapproved.

Upon the recommendation of Mr. Vitale, the Commission decided that the light standard used in the Bronx Parkway, designed by Major Silmore Clarke be used. The secretary secured a design and photograph of it from Major Clarke (Exhibit G). Col. Grant was informed accordingly (Exhibit G-1).

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Columbia Island towards the Highway Bridge. It will have a length of 244 feet.

Plans of the Highway Bridge are to be removed to make way for the

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The design for the Mount Vernon Terrace was not approved. It is

proposed to provide parking space for 3500 automobiles there. Mr. MacDonald

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Major Clarke. Col. Grant was informed accordingly (Exhibit G-1).

12. LAMP POSTS, F STREET: Mr. W. R. Hadley, District Electrical Engineer, requested the advice of the Commission as to erecting the double light ^{used} standard ~~xxxxx~~ on the streets of Washington crosswise or parallel with the curb. The Commission drove down F Street in company with Mr. Hadley. Upon the recommendation of Mr. Cross, the Commission thereupon decided that the lamp posts should be erected parallel with the curb (Exhibit H).

13. THOMSON BUST: The Commission inspected a bronze bust of Decatur at the Navy Yard, cast from a wooden model made by a sculptor named Rush in 1817, which had been on the U. S. Ship Delaware from that time, and for the past 40 years has stood in front of Bancroft Hall, Annapolis. The Commission were in conference with Admiral Willard, Commandant of the Navy Yard, Admiral Charles D. Hughes, Captain F. W. Foote, Senior Inspector, and Lieut. Commander W. D. Kilduff, Aide to the Commandant, concerning the project. They said the Class of 1891 is having this work done.

The matter was brought to the particular attention of Mr. Weinman, who said, on examining the cast, that the work had been well done, and now needs finishing. The question of how this should be done he would look into and report on it later.

A pedestal was recommended for the bust. Mr. Kendall said it would not be difficult to design a pedestal for it, and that he would use green granite. It was thought the Government might be persuaded to furnish the pedestal if the Class did not wish to assume the obligation.

A report was sent to Admiral Willard (Exhibit I).

14. WASHINGTON MEMORIAL BRIDGE, Boundary Channel Bridge at Columbia Island to connect with the Lee Highway and Rosalyn: Mr. Kendall submitted a design for a bridge to be built of brick with stone trimming, as recommended by the Commission at the meeting on November 18th. Major Mahaffey said he felt the

... ..

[illegible]

cost of the bridge could be still further reduced by taking off more of the stone. The design was approved with the understanding that this would be done in the erection of the bridge.

Columns for Columbia Island: The Commission approved a design submitted by Mr. Kendall for the columns on Columbia Island, showing a lantern at the top, instead of figures as formerly recommended in the original design. The columns are to be 160 feet high, fluted. The Commission approved the design.

Arlington Memorial Bridge Terminus: Mr. Kendall submitted a design for the treatment at the entrance to the Arlington Memorial Bridge, showing a fountain, instead of an equestrian statue. This was approved by the Commission, as also the suggestion to use Egyptian Granite for the panels, furnished by the Onida Granite Company, of Utica, New York. Mr. Kendall submitted a sample of it, which showed it to be like the Stony Creek granite, but a richer color, with a shade of green. The members of the Commission were well pleased with it.

A report was sent to the Arlington Memorial Bridge Commission (Exhibit J).

15. LEIF ERICSSON STATUE: The Chairman said he had been informed by the Department of State today that the Department has recommended that \$45,000 be made available for the Leif Ericsson statue to be given to Iceland by the United States.

16. PORT HURTHURTS BUILDINGS AND GROUNDS: The trip to Port Hurthurs was postponed because of rainy weather. The secretary said he had heard from the Commandant that the visit could be postponed until spring, when the question of planting could be given special attention.

17. CONVENTION OF THE AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS. Mr. Eliot

and of the bridge which is still under construction. It is the intention of the Government to complete the bridge as soon as possible.

The Commission approved the design of the bridge, showing a lantern on the top, and recommended in the original design. The Commission approved the design of the bridge, showing a lantern on the top, and recommended in the original design.

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A report was sent to the Washington Memorial Bridge Commission (Exhibit 3). The Chairman said he had been informed by the Government of the fact that the bridge was to be completed as soon as possible.

The Commission approved the design of the bridge, showing a lantern on the top, and recommended in the original design. The Commission approved the design of the bridge, showing a lantern on the top, and recommended in the original design.

again invited the Commission to attend the Convention of the American Society of Landscape-Architects to be held in Washington about January 15-16, and that they particularly desire the Commission to be their guests at the Banquet on the night of January 16th.

The Commission accepted the invitation with pleasure, and decided to hold the next meeting in Washington January 16 and 17, 1930.

The Commission adjourned at 6:45 p.m.

The Commission had as their guests at luncheon at the Cosmos Club Mr. Cass Gilbert, Col. Grant, Major Mehaffey, Mr. Kendall, and Mr. Eliot.

again invited the Commission to hold a convention of the American Society of Landscape Architects to be held in Washington, D.C., on January 10-12, 1930, and that they particularly desire the Commission to be present at the convention on the night of January 10th.

The Commission accepted the invitation with pleasure, and on January 10, 1930.

Plans for the meeting in Washington January 10 and 11, 1930.

The Commission adjourned at 6:45 p.m.

The Commission had a dinner at the Cosmos Club on January 11, 1930, and on January 12, 1930, the Commission had a dinner at the Cosmos Club.



DEPARTMENT OF STATE
WASHINGTON

RECEIVED
THE COMMISSION OF FINE ARTS,
WASHINGTON, D. C.
DEC 11 1929

NOTED

My dear Mr. Cammerer:

I am returning to you herewith, the photostat of the inscription for the Henry Clay Statue and also the same inscription in Spanish.

I would also call your attention to the suggestion with regard to the third line of the inscription.

If there is any further suggestion, we would be very happy to take it under consideration.

Sincerely yours,

Charles Lee Cooke

Enclosures:
Photostat and
translation.

Mr. H. P. Cammerer,

Secretary, Commission of Fine Arts,

Interior Department Building,

Washington, D. C.

EXHIBIT A

DEPARTMENT OF STATE
TRANSLATING BUREAU
MEMORANDUM

December 11, 1929.

IC.
Mr. Cooke:

1. After talking over this inscription with Mr. H. F. Arthur Schoenfeld, I suggest the following translation into Spanish:

HENRY CLAY

1777 1852

Campeón de la independencia y de la
fraternidad de los estados Americanos
A los Estados Unidos de Venezuela los Estados
Unidos de América dan este monumento de su
ilustre estadista, Presidente de la Cámara de
Representantes, Senador, Secretario de Estado,
quien anheló el desarrollo armonioso del
Hemisferio Occidental.

2. While it is ultra vires for me to make any suggestions regarding the English text of the inscription, I feel that the third line would be improved by making it read:

Champion

DEPARTMENT OF STATE
TRANSLATING BUREAU
MEMORANDUM

-2-

'Champion of the independence and fraternity of'
instead of:

"Champion of the independence of and fraternity among".

Emerson B. Christie

TR-EBC:MLS.

COPY

December 20, 1929.

Dear Mr. Cooke:

Enclosed you will find an estimate complete, excepting in so far as inscription and insurance are concerned, for completion and erection of the Henry Clay Statue at Caracas, Venezuela. The estimate falls within the amount of the money available and gives some leeway for unexpected contingencies.

The Commission advise that a contract be entered into with Francis H. Packard, Sculptor, of Rockville Center, Long Island, New York, on the basis of this estimate, with the understanding that the sum of \$20,000 shall not be exceeded and that the statue will be completed by June 1, 1930, ready for shipment to Caracas. This would require, of course, that the contract with Mr. Packard be executed at the earliest date possible.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Mr. Charles L. Cooke,
Department of State,
Washington, D.C.

EXHIBIT B

Whereas you will find an estimate complete, excepting in so far as inspection and insurance are concerned, for completion and erection of the Henry Clay statue at Caracas, Venezuela. The estimate falls within the amount of the money available and gives some leeway for

The Commission advises that a contract be entered into with Theodore H. Becker, Sculptor, of Rockville Center, Long Island, New York, on the basis of this estimate, with the understanding that the sum of \$20,000 shall not be exceeded and that the statue will be completed by June 1, 1920, ready for shipment to Caracas. This would require, of course, that the contract with Mr. Becker be executed at the earliest

For the Commission of Fine Arts:

Very respectfully, yours,

Chairman.

Mr. Charles F. Cooke,
Department of State,
Washington, D.C.

PLEASANTS PENNINGTON ARCHITECT
250 PARK AVENUE - NEW YORK

December 17, 1929

HAROLD STERNER

RECEIVED
U. S. COMMISSION OF FINE ARTS
WASHINGTON, D. C.
DEC 18 1929
NOTED

RE: Henry Clay Memorial at Caracas, Venezuela

H. C. Caemmerer, Secretary
Commission of Fine Arts
Department of Interior Building
Washington, D. C.

Dear Mr. Caemmerer:

Mr. Weinman has told me that you would like to have a statement of the various estimates for the Henry Clay Memorial. Most of the following items are exact but a few are necessarily approximate.

Mr. Packer's fee-----	\$ 5,500.00
Pointing up and clay-----	500.00
Bronze casting, f.o.b. Caracas-----	2,500.00
(Roman Bronze Company)-----	
Mr. Packer's bond-----	300.00
Insurance (approximate)-----	100.00
Total-----	\$8,900.00
Architect's fee-----	\$ 1,300.00
Granite, including pedestal and both seats(Dodds Granite Corp.)----	4,625.00
Foundation and rubble mosaic pavement--	1,615.00
Hauling from railroad to site and erection of statue-----	150.00
Fee to local supervisor(approximate)---	250.00
Freight, stone only, from New York to La Guaira-----	375.00
Freight, stone only, from La Guaira to Caracas-----	185.00
Insurance (approximate)-----	100.00
Total-----	\$8,600.00
Grand Total-----	\$17,500.00

H. C. Caemmerer

I think this includes everything except the lettering for which I have an estimate of \$3.40 each for $1\frac{3}{4}$ " v-sunk Roman letters. If these are sand-blasted they will cost only 65¢ apiece and if they are any smaller in height than $1\frac{3}{4}$ ", I feel that they should be sand-blasted not only for reasons of economy but because they will not be easily legible unless they are sand-blasted.

I am enclosing with this letter a print of the drawings which were submitted to the Dodds Granite Company and a plot plan, the general layout of which Mr. Weinman tells me was approved at the last meeting of the Commission.

I understand that the Venezuelan Government will pay the expenses of shifting the fence and re-planting, etc. As this scheme necessitates very few changes of this kind and as Mr. Dolge assured us of the willingness of the local government to co-operate, I foresee no difficulty.

May I ask you again to send me the inscriptions for the pedestal as it is absolutely impossible for me to arrive at a fixed estimate until I know whether there will be enough room on the pedestal to carve this inscription. I think you will see from the drawings how important it is for me to know this and I should appreciate tremendously anything you can do to hurry the matter up.

Very truly yours,



HS:VKK
cc: Mr. Weinman
cc: Mr. Packer

THOMAS WARD, JR.
10 JOHN STREET
NEW YORK

RECEIVED
THE COMMISSION OF FINE ARTS
WASHINGTON D. C.
DEC 11 1929
NOTED
December 11 1929

Charles Moore, Esq.,
Commission of Fine Arts,
Interior Department Bldg.,
Washington, D. C.

My dear Mr. Moore:-

I have thought over the situation in regard to General Ward's statue and wish to lay before you, for your consideration and action, the following suggestions.

When my Uncle, Judge Ward, and I requested Harvard to make an appropriation, Mr. Langdon Marvin asked what it would cost. I told him I had no idea, but would look it up. The estimates I obtained were based on the cost of statues built before the Great War. At that time the location for the General Ward statue had not been considered. Based on these estimates, I suggested \$50,000. This was taken literally and an appropriation for that amount made.

Since my various trips to Washington and my talks with you, the question of whether the appropriation was adequate has come into my mind. The statues I saw in Washington, put up since the War, cost many times \$50,000; the settings in many instances adding greatly to the cost.

I realize to get the best results from the location at Massachusetts and Nebraska Avenues that it will be necessary to have a larger statue than first contemplated in order that it will not look insignificant when viewed from the hill at Massachusetts and Idaho Avenues. It would be most unfortunate for the Commission to be so handicapped by the appropriation that it could not erect a statue in keeping with the location and setting they desire. In addition, your letter of April 5th, 1928 showed me clearly that, because of lack of funds, the General had to be taken from his horse and put on foot. Of course, he may be better on foot than on horseback, but I feel that the Commission should not be hampered in this respect because the location may demand the larger statue.

With these thoughts in view, I saw Mr. Langdon Marvin and told him that I thought it would be most

Charles Moore, Esq.,

-2-

December 10, 1929.

unfortunate if my original figure of \$50,000 was so small as to hamper the Commission, when an additional \$35,000 or \$50,000 would give the artist the opportunity to create a design more in keeping with its plans for beautifying the City of Washington. I also said that, as Harvard would get, in June, another payment of \$750,000 from my father's estate, it would be better, at this time, to approach the Overseers before they planned the disposition of the income from that amount.

I know that President Lowell does not feel that statues are good memorials, because he is more interested in expenditures along utilitarian lines. However, as I told Mr. Marvin, I cannot believe that the Board of Overseers would be willing to have an inadequate statue erected for the sake of saving even \$50,000 out of a yearly income of many times that amount from my father's estate.

If you agree with me in regard to what I have just set forth, will you, without mentioning my name, kindly lay the matter before the Board of Overseers in Cambridge, stating what you consider is necessary to properly execute and erect a statue on the location you have suggested. In my interview with Mr. Marvin, he said that if we wish to have an additional appropriation made, it will be very necessary for you to write promptly to Cambridge because they, undoubtedly, will be getting aside, for different projects connected with Harvard, various sums from the interest from a principal payment of \$750,000 to be made to them next June by the Executors of my father's estate.

I have talked this over with my Uncle, Judge Ward, who is in thorough accord with the suggestions I have made.

Cordially,

A handwritten signature in cursive script, reading "Artemus Ward". The signature is fluid and elegant, with a large, sweeping "A" and a long, trailing flourish at the end.

AW/H

EXHIBIT C.

COPY

December 23, 1932.

Dear Mr. Ward:

Your letter of December 10th was brought to the attention of the Commission of Fine Arts at their latest meeting. The present difficulty in regard to the General Artemus Ward statue is not lack of money or lack of ability on the part of the sculptor selected to do the work. Later it may be necessary to ask for an additional appropriation and I am quite sure that it will be forthcoming if found necessary, but at present there is a real difficulty with the design submitted. Mr. Coletti is believed by Prof. Chandler Post and Prof. Sachs to be a sculptor of decided ability, capable of doing the Ward statue or any other statue. He has done very good work in connection with the St. George's Chapel near Newport and in his ideal creation of St. George and in portrait busts. It was a very great disappointment when he fell down on his first attempts at the Ward. When I was last in Cambridge I went over the whole matter with Prof. Sachs, who established the fellowship and selected Mr. Coletti to go abroad for study. Prof. Sachs has every confidence in Mr. Coletti to produce a real statue, and asked that Coletti be given another opportunity, saying that he would present the matter to him. I presume Mr. Langdon Marvin has shown to you my letter to him. This explains the situation more fully. I hope that as a result of Prof. Sachs' assistance we may get a satisfactory result. That such a result has not yet been obtained there is conclusive evidence both inside and outside of the Commission of Fine Arts.

The Commission has agreed to await the submission of a second sketch model by Mr. Coletti.

Artemus Ward, Jr., Esq.,
60 John Street,
New York, N.Y.

~~XXXX~~

Cordially yours,
Charles Moore,
Chairman.

Exhibit C-1

October 15, 1909

Dear Mr. Ward:

Your letter of December 18th was brought to the attention of the Commission of Fine Arts at their latest meeting. The present difficulty in regard to the General Antennas Ward statue is not lack of money or lack of ability on the part of the sculptor selected to do the work. Rather it may be necessary to ask for an additional appropriation and I am quite sure that it will be forthcoming if found necessary, but at present there is a real difficulty with the design submitted. Mr. Collett is believed by most quarters to be a sculptor of decided ability, capable of doing the kind statue or any other statue. He has done very good work in connection with the St. George's Chapel near Newport and in his local creation of St. George and in portrait busts. It was a very great disappointment when he fell down on his first attempt at the Ward. When I was last in Cambridge I went over the whole matter with Mr. Bacon, who established the following and selected Mr. Collett to go abroad for study. Mr. Bacon has every confidence in Mr. Collett to produce a real statue, and asked that Collett be given the opportunity, saying that he would present the matter to him. I presume Mr. Langdon Brown has shown to you my letter to him. This explains the situation more fully. I hope that as a result of Mr. Bacon's assistance we may get a satisfactory result. That such a result has not yet been obtained there is conclusive evidence both inside and outside of the Commission of Fine Arts. The Commission has agreed to await the submission of a second sketch

Cordelia L. Brown

Ward

30 John Street
New York, N.Y.

COPY

December 14, 1929.

Dear Mr. Barta:

The plans presented by you and your associates for the project of the Washington Airport Company, at the meeting of the Commission of Fine Arts on December 12, 1929, were highly satisfactory to the Commission.

The members of the Commission saw in your proposals an opportunity for furnishing the City of Washington a much needed airport, conveniently located and treated according to the most approved methods of to-day. The reclamation of an unsightly territory at the very entrance to the City of Washington met with hearty approval.

The Commission desire to cooperate with your organization to obtain the best possible results. The members were particularly concerned with the development of the strip along the water from which you have already removed buildings which have long been an eye-sore, and they trust that in the development you propose this area will be handled in a manner to protect the high development of Columbia Island and the beginnings of the highway to Mount Vernon.

The Commission approve the design for the headquarters building, with the suggestion that perhaps a restudy might develop a uniform treatment of glass throughout the lower story, provided such treatment shall prove practicable. The Commission approve the design for the hangars and the location of them.

For the Commission of Fine Arts:

Very respectfully, yours,
Charles Moore,
Chairman.

Mr. Adolph A. Barta, Counsel,
Washington Airport Company,
Munsey Building,
Washington, D.C.

EXHIBIT D

0001 21 200

10

COPY

December 20, 1929.

Sirs:

In view of the proximity of the end of the Arlington Memorial Bridge to the Lincoln Memorial, the Commission of Fine Arts advise that in place of the pylons, as originally designed, monumental groups of sculpture be used both at the bridge head near the Lincoln Memorial and the entrance to the Rock Creek and Potomac Parkway at the Lincoln Memorial Plaza.

The Commission, as a result of a competition, respectfully recommend that Mr. James E. Fraser, Sculptor, 320 East 42d Street, New York City, and Mr. Leo Friedlander, Sculptor, 227 East 81st Street, New York City, be commissioned to execute these groups, Mr. Friedlander to design the groups at the head of the Memorial Bridge and Mr. Fraser to design the groups at the entrance to the Rock Creek and Potomac Parkway.

The judges in the competition were the present members of the Commission of Fine Arts, together with the former sculptor members of the Commission who took no part in the competition, namely, Mr. Daniel Chester French, Mr. Herbert Adams, and Mr. Lorado Taft. The decision of the judges was unanimous.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

The Arlington Memorial Bridge Commission,

Washington, D.C.

Exhibit E

It is the duty of the government to see that the people are

not misled by the press, and that the people are

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COPY

December 14, 1929.

Dear Mr. MacDonald:

The Commission of Fine Arts desires to congratulate your office on the designs for the bridges submitted at the meeting of the Commission of Fine Arts, on December 12, 1929, for the treatment of the Mount Vernon Highway, as prepared by Major Gilmore Clarke, landscape architect, of New York City. Both in presentation and in design the bridges appeared to the Commission simple, harmonious, suitable and dignified, quite befitting this very important project. The Commission will be pleased to consider further with you the treatment at the end of the Highway Bridge and at Mount Vernon when you shall present them in the form of models.

The Commission felt with you that the design for the terminal building at Mount Vernon should be entirely restudied with a view to obtaining greater simplicity and a nearer approach to the colonial feeling which characterizes the mansion house at Mount Vernon.

The Commission have approved the design of lamp post erected by Major Clarke in the Bronx Parkway for use in the Washington parks and along park roads. This design is a simple cedar pole which comes into the landscape without any obtrusive features. The Commission suggest that this type of lighting be used throughout the Mount Vernon Highway.

For the Commission of Fine Arts:

Mr. Thomas H. MacDonald, Chief,
Bureau of Public Roads,
Department of Agriculture,
Washington, D.C.

Very respectfully, yours,
Charles Moore,

Chairman.

EXHIBIT F

10/10/1911

The Committee on the subject of the proposed new office

of the Board of the District admitted at the meeting of the 10th

of this month, the following resolution, which was adopted by a

unanimous vote of the Board, to wit: That the Board of the

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MISSION

T MACY, PRESIDENT
AGAR, VICE PRESIDENT
J WALLIN, TREASURER
S A PUSLEY
A M A READ
A WARBURG



WESTCHESTER COUNTY PARK COMMISSION
BRONXVILLE, N.Y.

JAY DOWNER
CHIEF ENGINEER
L G HOLLERAN
GILMORE D CLARKE

December 23, 1929

Mr. H. P. Caemmerer,
Secretary and Executive Officer,
The Commission of Fine Arts,
Interior Department Building,
Washington, D.C.

Dear Mr. Caemmerer:-

Please pardon my delay in sending you photographs and blue prints as requested in your communication of December 13th. I find that there was some delay in obtaining the prints, which I just received this morning. If there is any other information, plans or photographs which your Commission desires, please do not fail to call upon me.

Sincerely yours,

Gilmore D. Clarke
GILMORE D. CLARKE.

GDC:MVL
Encs.

EXHIBIT C.





COPY

December 26, 1929.

Dear Colonel Grant:

The design submitted by you for proposed new park road lights received the attention of the Commission of Fine Arts at their meeting on December 12, 1929. The Commission disapproved the design.

The Commission recommend the design of park and park road lamp posts for Washington that is being used in the Bronx Parkway, New York City. This is a simple lamp post that fits into the natural scenery. It was designed by Major Gilmore Clarke, 72 West Bondfield Road, New York City, who at the request of the Commission has submitted the enclosed blueprint of it. Mr. Vitale heartily recommends its adoption, in which the Commission concur.

The Commission have also recommended to the Bureau of Public Roads the adoption of this type of lamp standard for the Mount Vernon Highway, for which Major Clarke has designed a series of bridges that have been approved by the Commission. Enclosed is a print of the design, as seen on the Bronx Parkway.

For the Commission of Fine Arts:

Very respectfully, yours,

Lieut. Col. U. S. Grant 3d, Director,
Public Buildings and Public Parks
of the National Capital,
Washington, D. C.

Charles Moore,
Chairman.

EXHIBIT G-1

December 26, 1932

The design submitted by you for proposed new
lights received the attention of the Commission of Fine Arts
at their meeting on December 13, 1932. The Commission
disapproved the design.

The Commission recommended the design of lamp and post road
lamp posts for Washington that is being used in the Bronx Parkway,
New York City. This is a simple lamp post that fits into the
natural scenery. It was designed by Major Clinton Clarke,
73 West Endfield Road, New York City, who at the request of the
Commission has submitted the enclosed blueprint of it. Mr. White
heartily recommends its adoption, in which the Commission concurs.

The Commission have also recommended to the Bureau of Public
Roads the adoption of this type of lamp standard for the Mount Vernon
Road, New York City.

Enclosed is a print of the
design, as seen on the Bronx Parkway.

For the Commission of Fine Arts:

Very respectfully, yours,

Enclosure

WASHINGTON G-1

of the National Capital,
Washington, D. C.

COPY

December 14, 1929.

Dear Mr. Hadley:

The Commission of Fine Arts, at their meeting on December 12th, inspected the double light standards on F Street. The Commission regard it preferable to place the lights parallel with the street rather than crosswise.

Sincerely yours,

Charles Moore,

Chairman.

Mr. W. B. Hadley,
District Electrical Engineer,
Washington, D.C.

EXHIBIT H

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December 20, 1929.

Dear Admiral Willard:

The Commission of Fine Arts, on December 12, 1929, in company with you and your committee, considered the bronze cast of Tecumseh at the casting-shop of the Navy Yard, and discussed with you questions (so-called) pertaining to its completion, and of its setting in front of Bancroft Hall, Annapolis.

Your committee requested advice as to giving the casting a patina. Mr. Weinman, the sculptor member of the Commission, advises as follows:

"First clean the surface of the cast thoroughly with wire brushes to bring out the clean bronze surface; then use a solution of one part of copper nitrate pure to three parts of water. Heat the surface of the bronze with a gas torch and apply the above solution while the surface of the bronze is hot. It will turn a very nice green, which is to be preferred to brown, especially considering the fact that bronze exposed to salt air soon turns green anyway.

2. However, if a bronze surface is desired, this green coat must be put on anyway; and then for the brown tone, heat the bronze surface again and use a solution of one teaspoonful of ferric nitrate pure to about one tumbler of water. This solution is brushed over the green tone and will produce a rich brown patina."

Unless your committee feels assured that the second process mentioned above can be carried out well, it would be best to apply the first process of using copper nitrate only. This gives a good greenish tone. It takes considerable experience to produce a good patina. Mr. Weinman states he could probably arrange to send a man from one of the foundries to Washington,--one who is doing work for Mr. Weinman.

The Commission unanimously recommend that a granite pedestal be provided for the bust, of suitable size to give the bust a good setting in front of Bancroft Hall. The dimensions were discussed with you. Mr. Tolson suggests a pink granite. The pink Story Creek granite is rather high in price; but there is a New Hampshire Redstone granite, which is not so costly. If you decide on procuring a granite pedestal, the Commission recommend that Miller, Mead and White, Architects, 101 Park Avenue, New York City, be designated to design the pedestal, with such inscription, in Roman V-cut letters, as may be agreed upon.

The members of the Commission were much interested in the old figurehead of the "Delaware", and in the work of your committee to perpetuate an historical piece of sculpture in wood, to which so much sentiment is attached.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Rear Admiral A. L. Willard, Commandant,
United States Navy Yard,
Washington, D.C.

EXHIBIT I

provided for the best of suitable size to give the best a good setting

Mr. Weisman suggests a pink granite. The pink granite is

which is not as costly. If you decide on procuring a granite

pedestal, the Commission recommends that William, Reed and White, Architects,

101 Park Avenue, New York City, be designated to design the pedestal,

with such inscription, in Roman T-ant letters, as may be agreed upon.

The members of the Commission were much interested in the old

figurehead of the "Belaways", and in the work of your committee to

perpetuate an historical piece of sculpture in wood, to which so much

sentiment is attached.

For the Commission of Fine Arts:

Very respectfully, Yours,

Chairman.

Washington, D.C.

RECEIVED

COPY

December 22, 1929.

Sirs:

The Commission of Fine Arts, at their meeting on December 12, 1929, considered the revised design submitted for a bridge to be built of brick at the north end of Columbia Island, to connect with Rosslyn and the Lee Highway. The design was approved with the understanding that the architects, McKim, Mead and White, would give further study to the elimination of some of the stone contemplated for it, for the purpose of reducing the cost.

The Commission approved the design submitted by the architects for columns on Columbia Island, surmounted by a lantern instead of figures as contemplated in the original design for the Arlington Memorial Bridge.

The Commission approved the design submitted by the architects for the terminal motive or gateway to the Arlington National Cemetery at the Virginia end of the Arlington Memorial Bridge, showing a fountain, instead of an equestrian statue as contemplated in the original design. The Commission also favors the use of "Egyptian" granite, a variegated pink granite produced by the Oneida Granite Company, Inc., of Utica, New York, for the panels.

For the Commission of Fine Arts:

The Arlington Memorial Bridge Commission,

Washington, D.C.

Very respectfully, yours,
Charles Moore,

Chairman.

EXHIBIT J

COPY

December 22, 1932

Sirs:

The Commission of Fine Arts, at their meeting on December 12, 1932, considered the revised design submitted for a bridge to be built of brick at the north end of Columbia Island, to connect with Rosslyn and the Lee Highway. The design was approved with the understanding that the architects, McKim, Mead and White, would give further study to the elimination of some of the stone contemplated for it, for the purpose of reducing the cost.

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The Commission approved the design submitted by the architects for the terminal motive or gateway to the Arlington National Cemetery at the Virginia end of the Arlington Memorial Bridge, showing a fountain instead of an equestrian statue as contemplated in the original design. The Commission also favor the use of "Egyptian" granite, a variegated pink granite produced by the Onoda Granite Company, Inc., of Utica, New York, for the panels.

For the Commission of Fine Arts:

Very respectfully, yours,
Charles Moore,

The Arlington Memorial Bridge Commission.

Chairman.

Washington, D.C.

EXHIBIT 7

RESOLVED, That the salary of H. P. Caemmerer, Secretary
of the Commission of Fine Arts, be increased from \$3,200 to
\$4,000 per annum, effective December 12, 1929.

APPROVED:

Charles Moon

Chairman.

*Adopted
12/12/29.*

